

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. The Murmansk State Steamship Company [Murmanskoye Gosudarstvennoye Morskoye Parokhodstvo], administered in Murmansk, was one of the steamship companies subordinate to the Ministry of the Merchant Fleet through the Chief Directorate of the Northwestern Fleet [REDACTED]. Until 1940 it had been a part of the Baltic Steamship Company, but thereafter it became independent. Its director was General Director 3rd Class (MF) Ivanov.
 2. The company maintained freight and passenger service between the following ports on the Barents, White, and Northern Sea route: Murmansk; Arkhangelsk; port punkt Kandalaksha; port punkt Dudinka; port punkt Molotovsk; port punkt (factory) Naryan Mar; Spitzbergen; Leningrad; and some foreign ports.¹ Main cargoes transported were: lumber and timber; coal; machinery and equipment; mineral ores; construction materials; and food stuffs. The company's 1951 transport plan called for 4,000,000 tons of transported freight.
 3. The organization of the Murmansk State Steamship Company was similar to that of other steamship companies of MMF. Leading personnel were the director, three deputy directors, and a chief of the Political Department. The sections were as follows:
 - a. Marine Engineering: 15 employees.
 - b. Construction: three employees.
 - c. Designing: 10 employees.

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- d. Technical Supply: 20 employees
 - e. Transportation: 20 employees and 8 trucks
 - f. Operations: 20 employees
 - g. Commercial: four employees
 - h. Signal: 40 employees
 - i. Maritime Inspectorate: 12 employees
 - j. Personnel: eight employees
 - k. Mobilization: four employees
 - l. Billeting: 30 employees
 - m. Building Repair and Maintenance: 40 employees
 - n. Company Training School: three employees
 - o. Planning: six employees
 - p. Labor and Wages: four employees
 - q. Accounting Office: 10 employees
 - r. Finance: three employees
 - s. Secret Documents and Cipher: eight employees
 - t. Administrative: 12 employees
 - u. Political: 15 employees
 - v. Editorial Office of the newspaper Maryak Zapolyarny: 10 employees
 - w. Printing Office: eight employees
 - x. Detachment of the militarized guard service: 50 employees
4. The company's fleet consisted of about 80 ships. Of this number, 60 were steam and 20 were diesel ships. I do not have any detailed information on the fleet. The general breakdown, however, was approximately as follows:
- a. First Group: timber-shipping fleet, composed of approximately 20 one-propeller type steamships, Series III and IV, manufactured at the Baltiyskiy Zavod in Leningrad in the period of 1927-1929. Displacement of these ships was 3,500 tons. They were equipped with a triple-expansion steam engine of 900 HP and 120 RPM. They had Scotch boilers with steam pressure of 14 atm. and over-heated steam temperature up to 275 C. In addition to this they were equipped with steam-over-heaters of the Schmidt type. The speed of these ships was 10 MPH. I know of three ships which belonged to this group: KUYBYSHEV, VOLOGDA, and YAROSLAVL.
 - b. Second Group: coal shipping fleet, composed of 8 to 10 steamships, displacement of 4,500 to 5,000 tons.

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- c. Third Group: general cargo and passenger ships, composed of several ships of various types and makes. I know the following ships which belonged to this group: KAMA, SOFIYA, PIROVSKAYA, and the diesel freight-passenger ship MARIYA ULYANOVA. The last one was manufactured in 1927-1928 at the Baltiyskiy Zavod in Leningrad and maintains a regular transport line on the Murmansk-Arkhangelsk run.
5. Repair and maintenance of this fleet was done at the Murmansk Ship Repair Yard, operated by GlavMorProm. Emergency repairs were sometimes done at the Zavod Krasnaya Kuznitsa in Arkhangelsk, which also belonged to GlavMorProm.

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1. [REDACTED] Comment: [REDACTED] the distinction between a port punkt and a factory and a report on this subject will be published in the near future.

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